

## **CEA Energy Day Draft Handout**

### **The problem:**

The trucking industry delivers virtually all of our Nation's consumer goods. If you eat it, wear it, or drive it, chances are that a truck brought it. To deliver these essential commodities the trucking industry depends upon a plentiful supply of affordable diesel fuel.

Diesel fuel is usually a trucking company's second-largest expense; labor is the largest. Last year, the trucking industry spent a record \$149 billion on diesel fuel. That's approximately double the amount spent in 2004 and three times the amount spent in 2003.

This increased price for diesel, combined with the fall in the demand for transportation services, took its toll on the industry. In 2008, at least 3,065 trucking companies went out of business. These bankruptcies removed 140,000 trucks from our nation's roads at eliminated the jobs of at least that many trucking industry employees.

Although diesel is currently selling for significantly less than last summer's record prices, that is primarily due to the global recession. Diesel prices will rise again as the economy recovers, again placing a strain on the trucking industry. When diesel prices increase again, so will prices of everything trucks deliver, impacting American consumers.

### **The solution:**

The trucking industry is advocating a comprehensive solution to the energy crisis. This comprehensive approach is based upon reducing the amount of fuel we need to deliver the Nation's freight and increasing available fuel supplies.

The trucking industry has already embraced fuel conservation. We have electronically limited the maximum speed of trucks, called for a national 65 mph speed limit, and asked Congress to incentivize fuel conservation technologies. The industry is also investigating the voluntary use of alternative fuel, such as renewable biodiesel. While we've taken these measures toward fuel conservation, we are never going to conserve our way to energy independence. For the foreseeable future, the trucking industry is going to be dependent on adequate supplies of diesel and gasoline.

The second component of our comprehensive energy solution depends upon our ability to increase the supply of available, domestically-sourced fuel. We strongly believe the federal government should allow environmentally responsible drilling on the Outer Continental Shelf and other areas that have the potential to produce significant amounts of petroleum.

Oil is a global commodity and will remain in demand for the foreseeable future. The trucking industry believes we need a plentiful supply of domestically-produced petroleum. We cannot afford to lose more jobs due to the high cost of energy.